



City of St. Helena
Active Transportation and Sustainability
Committee
Regular Meeting
1480 Main Street, City Hall Conference
Room

Wednesday, September 11, 2019 @ 5:00 PM

PLEASE NOTE: Any person who wishes to speak regarding an item on the agenda or make a comment under the "Oral Communication" portion of the agenda may do so, but please observe the time limit of four minutes. Members of the public and other parties are welcome to email their comments to the Staff Liaison Jessica Deakyne at jdeakyne@cityofsthelena.org

Page

1. CALL TO ORDER
2. ROLL CALL
Committee Chair: Pam Smithers
Vice Chair: Glenn Smith
Members: Madelyn Chandler, Erin Dempsey, Jeff Farmer, Denise Henquet Sprengers and Tom Vence
City Council Member Liaison: Geoff Ellsworth
Staff Liaison: Jessica Deakyne, Assistant to the City Manager
3. PUBLIC FORUM:
An opportunity for the public to directly address the Committee on items of interest to the public that are not listed on the agenda. Any person addressing the Committee should provide his or her name and address, and limit comments to three minutes. **Because of restrictions imposed by the Brown Act, the Committee may not engage in substantive discussion, nor take action on matters not described on the agenda.**
4. REPORTS BY STAFF COMMITTEE:
Reports by staff and/or committee on items of general interest. ***Brief questions for clarification may be posed and answered, and Committee may request that items be placed on a future agenda. Except under certain circumstances, the Brown Act prohibits any other discussion or action by the Active Transportation & Sustainability Committee.***
 - 4.1 Welcome new committee member, Madelyn Chandler
 - 4.2 Update on Walk & Roll to School Month from Denise Henquet Sprengers and Erin Dempsey
 - 4.3 NVTa representative from St. Helena for their ATAC
 - 4.4 Report out on Congressman Mike Thompson's Climate Action Forum held August 21, 2019
 - 4.5 NVTa Transportation Summit to be held September 18, 2019
 - 4.6 Agenda & Minutes Publishing Schedule

5. CONSENT CALENDAR:
Members of the Active Transportation Committee or the public may ask that any items be considered individually for purposes of considering alternative action, for extended discussion, or for public comment. Unless that is done, on motion may be used to adopt all recommendation actions.
- 5.1. Consideration and proposed approval of the Active Transportation and Sustainability Committee Meeting Minutes of August 7, 2019. 3 - 5
[8-7-2019 Regular Meeting Minutes](#)
- 5.2. Review NVTA's request for additional City funding for the design phase of the Napa Valley Vine Trail segment from Calistoga to St. Helena. Staff is seeking input and an endorsement for the additional design funds needed which are available from our Measure T Class I Trail Funds prior to going to City Council on September 24, 2019 - action item/draft staff council report to follow 7 - 27
Prepared By: Erica Ahmann Smithies, Public Works Director and City Engineer
[\(DRAFT\) 9/24/19 NVTA Funding Staff Report](#)
6. SCHEDULED MATTERS:
- 6.1. 6.1 Main Street Crossings Report by ATSC Committee Member, Jeff Farmer 29 - 36
[Main Street Crossings Report \(1\)](#)
7. ADJOURNMENT
The next regular Active Transportation Committee meeting is scheduled for Wednesday, October 2, 2019 at 5:00 pm, Public Works Conference Room, 1572 Railroad Avenue, St. Helena.
- This agenda was posted at City Hall, 1480 Main Street on Wednesday, September 4, 2019.

Jessica Deakyne, Assistant to the City Manager

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in the meeting, please contact City Hall at (707) 967-2792. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting (28 CFR35.102-35.104 ADA Title II). However, City staff will attempt to assist at any time with accessibility.

Committee Members:

Pam Smithers - Chair
Glenn Smith - Vice Chair
Member – Jeff Farmer
Member – Tom Vence
Member - Denise Henquet Sprengers
Alternate Member – Erin Dempsey
Alternate Member - Vacant
City Council Member Liaison – Geoff Ellsworth

MINUTES

ST. HELENA ACTIVE TRANSPORTATION & SUSTAINABILITY COMMITTEE

**Public Works Conference Room
1572 Railroad Avenue, St. Helena**

Regular Meeting, Wednesday August 7, 2019 at 5:00 PM

1. CALL TO ORDER @ 5:10PM

2. ROLL CALL

Present: Pam Smithers, Jeff Farmer, Tom Vence, Denise Henquet Sprengers

Staff Present: Jessica Deakyne, Erica Ahmann Smithies

Other: Patrick Band of Napa County Bicycle Coalition, Carlotta Sainato of Napa County Bicycle Coalition, Diana Meehan of NVT, Maddie Chandler, Chris Cole

3. PUBLIC FORUM:

- Diana Meehan – NVT is recruiting for a St. Helena representative for their Active Transportation Advisory Committee. Terms are for three years and anyone who is a resident of St. Helena may apply.
- Patrick Band of the Napa County Bicycle Coalition met earlier with the Superintendent of St. Helena School District about walking and biking to school including efforts to schedule walk audits as well as efforts to schedule parent perception meetings later this year to determine how safe parents think walking or biking to school is so they can assist in developing recommendations.

4. REPORTS BY STAFF AND COMMITTEE:

4.1 Clarification of use of Measure T funds for bicycling improvements

Erica gave an update on permitted uses for Measure T funding. Measure T can be used to expand a road for bike lane and sidewalk reasons but right-of-way acquisition is not a permitted use of Measure T funding.

4.2 Update on Spring Street bicycling improvements

Erica gave an update on the Spring Street Bike Lane improvements. The City received a proposal from W Trans, and are working on executing a professional services agreement now to provide options for improvements. Argonaut Consulting is the consultant hired for the paving project.

Could potentially bring to ATSC for proposed plans and recommendations for bike lane improvements on Spring Street in September.

Items must be identified in the Measure T five-year plan to be eligible for funding. The five-year plan for Measure T funding must go to Council before the end of the year, likely in November. Erica will bring an update on which streets the consultant is considering.

Other updates from staff/committee members:

Jeff Farmer discussed the ADA Issue regarding the Post Office. He plans to investigate placement of an ADA ramp with Glenn Smith. They will reach out to their representatives, Mike Thompson and Bill Dodd and plans to report back to the committee and keep the City Council informed.

Jeff Farmer spoke about the Main Street Intersection Improvements. The Committee requested that Jeff Farmer provide an update on this at the September 11, 2019 agenda of ATSC.

Pam Smithers spoke about Climate Action Directives documentation which will be updated and brought back to a future meeting.

Motion: Tom Vance

Second: Jeff Farmer

Vote: 4-0

The Committee would also like for staff to bring Spring Street Bicycle Improvement Update, when ready and the Downtown Streetscape Plan to future ATSC meetings.

Motion: Pam Smithers

Second: Jeff Farmer

Vote: 4-0

5. CONSENT CALENDAR

5.1 Approval of the meeting minutes from July 3, 2019 Regular Meeting

The minutes were adopted as amended.

Motion: Jeff Farmer

Second: Tom Vance

Vote: 4-0

6. SCHEDULED MATTERS

6.1 NVTAs Commuter Programs – Ride Amigos Platform by Diane Meehan, NVTAs

Diane Meehan provided an update on NVTAs's commuter platforms. Previously Solano-Napa Commuter Information, VCommute brand began after funding via 511.org dwindled. Their foundational programs are designed to encourage commuters (employees and students) to use alternative modes of transportation, anything other than driving alone (excluding Uber/Lyft). Ride Amigos is their online partner to inform people about their commute options via their website, vcommute.org.

Air District Rule 14 states that large employers, with 50 or more employees, are required to provide pre-tax benefits to employees for commuter benefits. Local businesses are compliant including local wineries and the County of Napa.

6.2 Bicycle Safety & Education back to school program status update by Committee Member Denise Henquet Sprengers

Denise updated the committee on efforts to encourage parents and children to commute to school by walking or riding their bikes.

The Napa County Bicycle Coalition is interested in ensuring St. Helena participation on the October 2 Walk & Bike to School Day. Schools can choose to participate in hosting energizer stations.

Other considerations discussed included hosting a month of activities in September and crossing guards to assist with creating a safe environment for children to use alternative modes of transportation to get to school.

A smaller subcommittee plans to meet as a subcommittee, the Napa County Bicycle Coalition and a member of Parks and Recreation staff from the City of St. Helena.

7.0 ADJOURNMENT:

Motion to adjourn was approved at 7:13pm.

Motion: Jeff Farmer

Second: Tom Vance

Vote: 4-0

The ATSC Committee voted to move the next Active Transportation Committee and Sustainability meeting to Wednesday, September 11, 2019 at 5:00 pm at the City Hall Building, 1480 Main Street to allow committee members to attend the Saint Helena Walk & Bike to School Month Kickoff Event scheduled at Clif Family Winery on Wednesday, September 4, 2019 in the evening.

Motion: Jeff Farmer

Second: Tom Vance

Vote: 4-0

APPROVED:

ATTEST:

Chair, Pam Smithers

Jessica Deakyne, Staff Liaison



Report to the City Council
Council Meeting of September 24, 2019

Agenda Section: Old Business

Subject: Consideration and approval of a resolution authorizing the City Manager to execute a Funding Agreement with Napa Valley Transportation Authority for the Napa Valley Vine Trail design from Calistoga to St. Helena for an amount not-to-exceed \$241,000; (2) authorizing a budget transfer of \$103,000 in Fiscal Year 2019/2020 from Fund 241, Measure T Class I Trails to Public Works Operations 101-5000-2145; and (3) authorizing a budget transfer of \$118,750 in Fiscal Year 2020/2021 from Fund 241, Measure T Class I Trails and \$19,250 of General Funds to Public Works Operations 101-5000-2145

CEQA Determination: CEQA will be completed as part of project design

Prepared By: Erica Ahmann Smithies, Public Works Director and City Engineer

Reviewed By: April Mitts, Finance Director

Approved By: Mark T. Prestwich, City Manager

BACKGROUND

The Napa Valley Vine Trail is envisioned as a 47-mile Class 1 mixed-use path for pedestrians and cyclists that will run the length of the Napa Valley (Calistoga to American Canyon) and connect to the Vallejo ferry terminal in Vallejo, providing a crucial link to the City of San Francisco and larger Bay Area. The proposed project is to construct a bike and pedestrian trail adjacent to the State Route (SR) 29 corridor which will encourage bicyclists and pedestrians to take alternative modes of transportation. The project will enhance the accessibility and connectivity of the community in surrounding neighborhoods and will eventually complete all segments of the 47-mile Vine Trail planned for the region. Up Valley areas currently lack significant alternative transportation and recreational infrastructure and these improvements will promote using transit, biking and walking. The project has broad based community support from

a coalition representing over 20 private and public sector organizations, all involved in its planning, design and funding. Initial project funding for the Calistoga to Saint Helena Segment has been established from federal, state, local and private (philanthropic) sources.

The Calistoga to St Helena Vine Trail Segment (Project) will construct a 9.4 mile Class I bicycle/pedestrian path within the public right of way from the intersection of Fair Way and Lincoln Avenue in Calistoga on the northern end to Pratt Avenue in St. Helena along State Route 29. A portion of the trail from Fair Way and Lincoln Ave to Dunaweal Lane is already 100% designed and has CEQA and NEPA clearances. The remaining portion of this segment is only partially designed and is the focus of this report.

In 2015, former Mayor Galbraith signed a letter of support for the Napa Valley Transportation Authority's (NVTa) grant application for the implementation of the Napa Valley Vine Trail connection from Calistoga to St. Helena. At the time of the grant application, 35% of engineering and environmental work were underway and there was an anticipated local match from the City of St. Helena of \$103,000 to be contributed towards construction through a Funding Agreement if the grant was awarded. NVTa was later awarded \$6.1 million in Active Transportation Program (ATP) grant funds towards the project.

DISCUSSION

On April 29, 2019, NVTa requested proposals for engineering design services to complete environmental review, plans, specifications and estimates for the project from Dunaweal Lane in Napa County to Pratt Avenue (approximately 7.4 miles). One proposal was received from RSA+ which was reviewed by an evaluation committee comprised of staff from NVTa, City of Calistoga, City of St. Helena, Caltrans and the County of Napa. The initial proposal from RSA+ was roughly \$2.5 million, but NVTa staff negotiated the cost down to \$1.45 million which will include completing some of the tasks internally. Due to time constraints on the ATP grant funding, NVTa staff recommended that the project move forward in lieu of going back out for additional proposals.

On June 12, 2019, the NVTa board approved RSA+'s professional services agreement and committed to funding \$650,000 up front for 65% design, which includes moving the original County/City construction grant match funds plus the remaining cash currently on hand from the Napa Valley Vine Trail Coalition (NVVTC) from the construction to pre-construction phase of the project. NVTa's approval allows for the project to continue to move forward while NVTa staff and the NVVTC continue to identify revenues to fund the budget shortfall and complete the design phase in 2021. It is anticipated the jurisdictions comprised of the City of Calistoga, City of St. Helena, and the County of Napa will approve of their respective funding requests for Fiscal Year 2019/2020, allocate additional funds for final design in Fiscal Year 2020/2021, and sign any necessary funding agreements. The following budget breakdown with agency cost share was presented to the jurisdictions:

	Current Agreed Amount for PS&E - FY 2019/2020	Partners to budget for PS&E shortfall - FY 2020/2021
County of Napa	\$243,000	\$324,000
City of St. Helena	\$103,000	\$138,000
City of Calistoga	\$104,000	\$138,000
NVVTTC	\$200,000	\$200,000
Total	\$650,000	\$800,000

It is City staff's recommendation to approve the funding agreement, proceed with the design phase of the identified project and allocate the additional funds currently available from the City's Measure T - Class I Trail account, Fund 241. All County agencies receiving Measure T funds have a collective commitment requiring them to spend the equivalent of 6.67% of the amount of money Measure T generates on implementing Class I Trails. The Napa Valley Vine Trail is identified as a Class I trail in the City of St. Helena and is currently the only Class I project in design within a portion of the City. The project has also been identified on the Measure T Class I Trails 5-year Project list by NVTTC therefore it is an eligible expense of these funds.

The City will continue to coordinate with the NVTTC, the NVVTTC, and all related parties throughout the course of the project. In addition to design, City Council will be asked to review and approve proposed trail easements/dedications within the City limits as the project moves forward. The City Attorney has reviewed and commented on the proposed Funding Agreement attached to this staff report.

On September 11, 2019, City staff presented the Active Transportation and Sustainability Committee (ATSC) a draft of this agenda report for review and they concurred with staff's recommendation for approving the funding agreement with NVTTC and allocating the requested funds in the corresponding fiscal years.

FISCAL IMPACT

The equivalent 6.67% of Measure T funds do not come from the Measure T tax revenues and are typically comprised of General Funds or other local, regional, or state funds eligible for this use. The City has approximately \$136,750 of Fund 241, Measure T Class I Trails unallocated in Fiscal Year 2019/2020 with an additional \$85,000 projected for Fiscal Year 2020/2021; therefore an additional \$19,250 of funds will need to be identified in Fiscal Year 2020/2021 to meet the City's share of project funds. It is staff's recommendation that the additional funds come from the general fund.

Class I Projects	Anticipated Expenditures
Napa Valley Vine Trail - Grayson Avenue to Pratt	\$16,250

Avenue - Trail Alignment Feasibility Study	
Napa Valley Vine Trail - Calistoga to St. Helena - 65% PS&E	\$103,000
Napa Valley Vine Trail - Calistoga to St. Helena - 100% PS&E	\$138,000
Total	\$257,250

RECOMMENDED ACTION

Staff recommends approving the resolution authorizing the City Manager to execute a Funding Agreement with Napa Valley Transportation Authority for the Napa Valley Vine Trail design from Calistoga to St. Helena for an amount not-to-exceed \$241,000; (2) authorizing a budget transfer of \$103,000 in Fiscal Year 2019/2020 from Fund 241, Measure T Class I Trails to Public Works Operations 101-5000-2145; and (3) authorizing a budget transfer of \$118,750 in Fiscal Year 2020/2021 from Fund 241, Measure T Class I Trails and \$19,250 of General Funds to Public Works Operations 101-5000-2145.

ATTACHMENTS

[Attachment 1: NVTa St. Helena Funding Agreement](#)

[Attachment 2: St Helena Letter of Support ATP](#)

[Attachment 3: June 12, 2019 NVTa Board Staff Report](#)

[Attachment 4: FY 19/20 Fund 241 Budget](#)



NAPA VALLEY TRANSPORTATION AUTHORITY AGREEMENT NO. 19-XX

CITY OF ST. HELENA AGREEMENT NO. _____

FUNDING AGREEMENT

THIS FUNDING AGREEMENT ("Agreement") is made and entered into as of this ____ day of _____, 2019, by and between the NAPA VALLEY TRANSPORTATION AUTHORITY, a joint powers authority (hereinafter referred to as "**NVRTA**"), and the City of St. Helena, a California municipal corporation, whose mailing address is 1480 Main Street, St. Helena, CA 94574 (hereinafter referred to as "**CITY**"). NVRTA and City are sometimes referred to herein individually as a "**Party**" and collectively as the "**Parties**".

RECITALS

WHEREAS, NVRTA and CITY adopted all or portions of the County-Wide Bicycle Plan in August 2013, in which a continuous, connected, and publicly accessible 47-mile walking and cycling path from the Vallejo Ferry in the city of Vallejo to the intersection of Lincoln Avenue and Silverado Trail in the city of Calistoga (the "**Vine Trail**"), will align through all of the jurisdictions in Napa County; and

WHEREAS, NVRTA and CITY have agreed to jointly finance services for the continuation of a segment of the Vine Trail within the city limits of St. Helena and as depicted in Exhibit "A" attached hereto and incorporated herein by this reference (the "**Project**"); and

WHEREAS, NVRTA will commit to obtaining the necessary services and resources needed to initiate and complete the Project; and

WHEREAS, NVRTA and CITY will collaborate, as appropriate and necessary to successfully complete the Project.

TERMS

NOW, THEREFORE, in consideration of the foregoing, the mutual agreement of the Parties, and other valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties hereby agree to as follows:

1. **Term of the Agreement.** The term of this Agreement shall commence on the date first above written and shall expire upon the earlier of (i) completion of the Project, or (ii) June 30, 2023.
2. **Purpose of Agreement.** To document the responsibilities of NVTa and CITY towards the design and construction of the Project.
3. **Payment of Funds.** Funding for the Project shall be paid to NVTa as follows:
 - a. By June 30, 2020, the CITY shall make one (1) lump sum payment to NVTa of ONE HUNDRED THREE THOUSAND AND 00/100 DOLLARS (\$103,000.00) upon the full execution of the design, engineering and environmental contract agreement (65% Design).
 - b. By June 30, 2021, the CITY shall make one (1) lump sum payment to NVTa for ONE HUNDRED THIRTY EIGHT THOUSAND AND 00/100 DOLLARS (\$138,000.00) after the full execution of the final design, engineering and environmental contract agreement.
 - c. NVTa will use the allocated funding, as well as local support, to fund the design and construction of the Project.
 - d. Future Funding Shortfall Commitment. CITY understands that the costs to complete the Project are preliminary estimates and recognize that completion of the Project by NVTa may require additional funding. In the event that there are funding shortfalls, CITY agrees to work cooperatively with NVTa and other partners to identify and secure additional funding for reasonable Project funding shortfalls.

4. **Prevailing Wages**

NVTa acknowledges and agrees that it will be solely and exclusively responsible for compliance with all applicable provisions of California Labor Code §§ 1720 *et seq.* (the “**State Prevailing Wage Requirements**”) in connection with the “construction”, as defined in Labor Code §1720(a)(1), of the Project and shall pay all workers prevailing wages in compliance with State Prevailing Wage Requirements.

NVTa acknowledges and agrees that it will be solely and exclusively responsible for compliance with all applicable laws, including the State Prevailing Wage Requirements, in connection with the “construction” of the Project, and shall pay all workers as required by applicable law and comply with all applicable provisions of the State Prevailing Wage Requirements.

Separate and apart from the obligations set forth in Section 10 below, NVTa shall indemnify, defend (with counsel reasonably acceptable to both NVTa and the City) and hold the City and its elected and appointed officers, officials, employees, agents, consultants, and contractors harmless from and against all liability, loss, cost, expense

(including without limitation attorneys' fees and costs of litigation), claim, demand, action, suit, judicial or administrative proceeding, penalty, deficiency, fine, order, and damage which directly or indirectly, in whole or in part, are caused by, arise in connection with, result from, relate to, or are alleged to be caused by, arise in connection with, or relate to, the payment or requirement of payment of prevailing wages (including all claims that may be made by contractors, subcontractors, or third party claimants pursuant to Labor Code sections 1726 and 1781), the failure to comply with any state or federal labor laws, regulations or standards, including the State Prevailing Wage Requirements, or any act or omission of NVTA related to the payment or requirement of payment of prevailing wages in connection with the "construction" of the Project. The foregoing indemnity shall survive any termination of this Agreement.

5. Ownership of Project. CITY will assume ownership of the Project upon completion of the Project and with it any future financial obligations and/or services required to operate and maintain the Project.

6. Waiver. Waiver by either Party of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.

7. Notices. All notices required or authorized by this Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that either party desires to give the other party shall be addressed to the other party at the address set forth below. Either party may change its address by notifying the other party of the change of address. Any notice sent by mail in the manner prescribed by this paragraph shall be deemed to have been received on the date noted on the return receipt or five days following the date of deposit, whichever is earlier.

CITY	NVTA
City Manager	Kate Miller
City of St. Helena	Executive Director, NVTA
1480 Main Street	625 Burnell Street
St. Helena, CA 94515	Napa, CA 94559

8. Amendment/Modification. This Agreement may be amended or modified only by the written consent of the Parties or their successors or assigns, as evidenced by a document that has been fully executed by each Party.

9. Interpretation; Venue; Attorneys' Fees.

a. Interpretation. The recitals above and exhibits attached hereto are incorporated herein by reference and comprise part of this Agreement. This Agreement constitutes the entire understanding between the Parties with respect to the subject

matter hereof and no prior oral or written understanding shall be of any force or effect with respect to the matters covered herein. The titles to the sections of this Agreement are not a part of this Agreement and shall have no effect upon the construction or interpretation of any part of this Agreement. As used in this Agreement, masculine, feminine or neuter gender and the singular or plural number shall each be deemed to include the others where and when the context so dictates. The word "including" shall be construed as if followed by the words "without limitation." This Agreement shall be interpreted as though prepared jointly by both Parties. The laws of the State of California, without regard to conflict of laws principles, shall govern the interpretation and enforcement of this Agreement. Any general rule of construction to the contrary, this Agreement shall be construed to effectuate the purpose of the Agreement. This Agreement shall be interpreted as though jointly prepared by both Parties. No provision of this Agreement shall constitute governmental approval of any improvements, construction, or other activities that may be permitted under this Agreement.

b. Venue. This Agreement is made in Napa County, California. The venue for any legal action in state court filed by either Party to this Agreement for the purpose of interpreting or enforcing any provision of this Agreement shall be in the Superior Court of California, County of Napa. The venue for any legal action in federal court filed by either Party to this Agreement for the purpose of interpreting or enforcing any provisions of this Agreement lying within the jurisdiction of the federal courts shall be the Northern District of California. The appropriate venue for arbitration, mediation or similar legal proceedings under this Agreement shall be Napa County, California; however, nothing in this sentence shall obligate either Party to submit to mediation or arbitration any dispute arising under this Agreement.

c. Attorneys' Fees. In the event that any action is brought by either Party hereto as against the other Party for the enforcement or declaration of any right or remedy in or under this Agreement or for the breach of any covenant or condition of this Agreement, each Party shall be solely responsible for any and all fees and costs incurred by them in connection with such proceeding including, but not limited to, reasonable attorneys' fees.

10. Hold Harmless and Indemnification. To the full extent permitted by law, NVTa and CITY shall each defend, indemnify and hold harmless each other as well as their respective officers, agents and employees from any claims, suits, proceedings, loss or liability, including reasonable attorney's fees, for personal injury (including death) or damage to property, arising out of or connected with any acts or omissions of that party or its officers, agents, employees, volunteers, or other contractors or their subcontractors, when performing any activities or obligations required of that party under this Agreement. Each party shall notify the other party immediately in writing of any claim or damage related activities under this Agreement, providing that nothing shall require either party to disclose any documents, records or communications that are protected under peer review privilege, attorney-client privilege, or attorney work product privilege.

11. Relationship Between the Parties; Authority; Binding Effect. This Agreement does not create any partnership or agency between the Parties, each of which is, and at all times shall remain, solely responsible for all acts of its officials, employees, agents, contractors and any subcontractors, including any negligent acts or omissions. Neither Party is an agent of the other, and has no authority to act on behalf of or to bind the other Party to any obligation whatsoever. Each Party executing this Agreement on behalf of a Party represents and warrants that such person is duly and validly authorized to do so on behalf of the entity it purports to bind. Each of the terms, covenants and conditions of this Agreement shall extend to and be binding on and shall inure to the benefit the Parties and each of their respective successors and assigns and all those taking by, under or through it or them.

12. Third Party Beneficiaries. Nothing contained in this Agreement shall be construed to create any rights in third parties and the Parties do not intend to create such rights.

13. Severability. If any provision of this Agreement, or any portion thereof, is found by any court of competent jurisdiction to be unenforceable or invalid for any reason, such provision shall be severable and shall not in any way impair the enforceability of any other provision of this Agreement.

14. Entirety of Agreement. This Agreement constitutes the entire agreement between the Parties relating to the subject of this Agreement and supersedes all previous agreements, promises, representations, understandings and negotiations, whether written or oral, among the Parties with respect to the subject matter hereof.

15. Counterparts. The Parties hereto agree that this Agreement may be executed in counterparts, each of which shall be deemed an original, and said counterparts shall together constitute one and the same agreement, binding all of the Parties hereto, notwithstanding all of the Parties are not signatory to the original or the same counterparts. For all purposes, including, without limitation, recordation, filing and delivery of this Agreement, duplicate unexecuted and unacknowledged pages of the counterparts may be discarded and the remaining pages assembled as one document.

IN WITNESS WHEREOF, the duly authorized representatives of the Parties have executed this Agreement as of the date indicated below, and effective as of the date of the latest signature and first above written.

CITY:

NVTA:

By: _____
MARK T. PRESTWICH, City Manager

By: _____
KATE MILLER, Executive Director

Date: _____, 2019

Date: _____, 2019

ATTEST:

ATTEST:

By: _____
CINDY TZAFPOULOS, City Clerk

By: _____
KARALYN E. SANDERLIN
Secretary of the Board

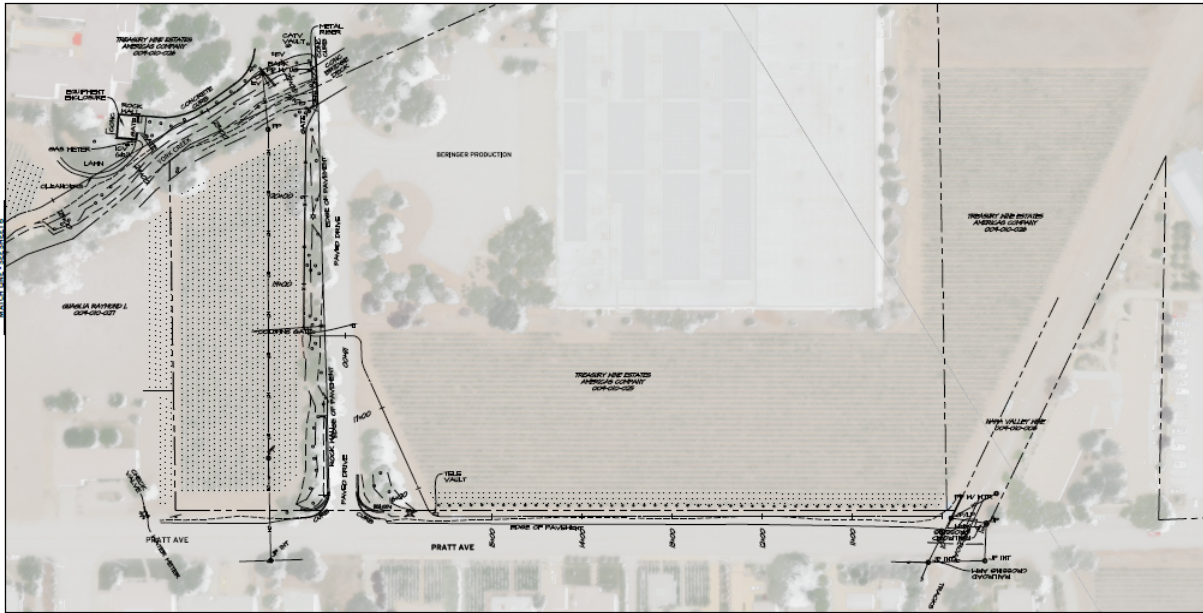
APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
MICHAEL BIDDLE, City Attorney

By: _____
DeeAnne Gillick, NVTA Counsel

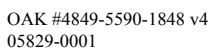
EXHIBIT A: Project Map Conceptual Plans
St Helena City Limits - Pratt Ave to Deer Park Rd



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TYPE 2





City of St. Helena

*"We will conduct city affairs on behalf of our citizens
using an open and creative process."*

1480 Main Street
St. Helena, Ca 94574
Phone: (707) 967-2792
Fax: (707) 963-7748
www.sthelenacity.com

May 26, 2015

William Kempton, Executive Director
ATTN: Laurel Janssen, Deputy Director, Active Transportation Program Manager
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Re: ATP Application, Vine Trail project, Connecting Calistoga to St Helena.

Dear Mr. Kempton:

As Mayor of the City of St. Helena, I am writing to endorse strongly the Napa County Transportation and Planning Agency's Active Transportation Program (ATP) grant application of \$6.1 million to construct a 9.4 mile, Class I, shared use path between St Helena and Calistoga. The project would not only serve the 12,000 residents of Calistoga and St. Helena, but also the 1.6 million visitors who visit the wineries, spas, hotels and State Parks in the area. The project connects to the San Francisco Bay Area Ridge Trail at Bothe Napa Valley State Park and the Vine Trail and Ridge Trail follow the same alignment to Calistoga.

The project has been in development for some time and 35% engineering and environmental work have been completed on the northern half (Calistoga section) of the project. The entire project from Calistoga to St. Helena can be developed by 2019.

The City of St. Helena is a strong supporter of the Vine Trail project to connect the entire Napa Valley with a safe active transportation route from Vallejo ferry terminal to Calistoga—a system of 47 continuous miles—and also of the Bay Area Ridge Trail and the San Francisco Bay Trail projects which will connect all nine Bay area counties.

This project will generate a host of benefits to build a safer, greener, healthier, more economically vital and more connected Napa Valley community for residents and visitors of all ages and abilities. These many benefits and the strength of this application's match to ATP guidelines are detailed in this grant request. Please support this essential regional trail project.

Thank you for your consideration.

Sincerely,


Alan Galbraith
Mayor, City of St. Helena

cc: Diana Meehan, Napa County Transportation Planning Agency
Philip Sales, Napa Valley Vine Trail Coalition
Janet McBride, Bay Area Ridge Trail

J



June 12, 2019
 NVTA Agenda Item 10.1
 Continued From: New
Action Requested: APPROVE

NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

TO: NVTA Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Sanjay Mishra, Program Manager-Engineer
 (707) 259-5951 / Email: smishra@nvta.ca.gov
SUBJECT: Project Work Order No. E-13 to NVTA Agreement No. 18-23 with RSA+, Inc. for Work Associated with the Professional Engineering Design, Environmental & Construction Document Services for the Napa Valley Vine Trail–Calistoga to St. Helena Segment

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board direct the Executive Director, or designee, pending legal review, to pursue one of the following options below:

1. NVTA Staff's recommendation is to execute and make minor modification to Work Authorization No. E-13 (Attachment 1) to NVTA Agreement No. 18-23 with RSA+ for professional engineering services to complete environmental process only for the Vine Trail between Calistoga to St. Helena segment for an amount no to exceed \$650,000 and to release a separate request for proposals (RFP) for final design.

OTHER OPTIONS FOR CONSIDERATION

2. Release another request for proposals (RFP) to procure a design consultant to complete the environmental document and final design by advertising publicly, with details of engineering estimate, available budget and time constraints specifically listed in the RFP; or
3. Execute and make minor modifications to Work Authorization No. E-13 (Attachment 1) to NVTA Agreement No. 18-23 with RSA+ for professional engineering services to complete only environmental services for the Vine Trail between Calistoga to St. Helena segment for an amount not to exceed \$650,000 and defer project completion to a future date, relinquishing the Active Transportation Program (ATP) funds back to the California Transportation Commissioner (CTC) ; or

4. Terminate all further efforts on the Calistoga to St. Helena Vine Trail project until a future date when adequate funding is identified and relinquish the ATP construction funds back to the California Transportation Commission (CTC).

STRATEGIC GOALS MET BY THIS PROJECT

The proposed action meets following goals:

Goal 1 - Serve the transportation needs of the entire community regardless of age, income, or ability.

Goal 2 - Improve system safety in order to support all modes and serve all users.

COMMITTEE RECOMMENDATION

None

EXECUTIVE SUMMARY

The professional engineering design, environmental and construction document services for the Vine Trail –Calistoga to St. Helena Request for Proposals (RFP) No. 2019-03 was released on April 29, 2019 to NVRTA's on-call planning and architectural and engineering firms. The RFP's Scope of Work entails engineering design services, environmental determination and construction document services to complete the plans, specifications and estimates (PS&E) for Vine Trail between Calistoga to St. Helena.

The RFP was open for 30 days until May 30, 2019 and one proposal was received. An evaluation committee comprised of NVRTA, City of Calistoga, City of St. Helena, Caltrans and County of Napa staff reviewed the proposal. Approximately \$750,000, consistent with the NVRTA's estimate, is available to complete these two phases. The initial bid from RSA+ was roughly \$2.5 million and staff negotiated the bid to \$1.5 million, which would include completing some of the tasks in house. Board approval will allow NVRTA to proceed with one of the options listed in this staff report.

The critical path for the project is to prevent schedule slippage. To best position the project for CTC allocation by February 2021 there cannot be any further delays in completing the environmental phase.

Staff is recommending Option 1, which is to award the contract to RSA+ for completion of environmental work **only** for a total amount not to exceed \$650,000. This work is fully funded through Napa Valley Vine Trail Coalition contributions and the local jurisdictions' project match. The local jurisdictions would have to commit to advance a portion of their local contributions from the construction to preconstruction phase. In addition, NVRTA would release a separate RFP for 100% design. This allows the project to continue forward, keeping it on its critical timeline, and provides additional time for staff to identify revenues to gap the funding shortfall for the design and construction phases.

PROCEDURAL REQUIREMENTS

1. Staff Report
2. Public Comments
3. Motion, Second, Discussion and Vote

FISCAL IMPACT

Is there a Fiscal Impact? Yes- Option 1 and 3: \$650,000

Is it currently budgeted? Partially

Where is it budgeted? Private and Jurisdictions-Design/ROW: \$800,000
ATP funds – Construction Phase only: \$6,100,000

Future fiscal impact? Undetermined. NVRTA currently has enough funding for environmental work and does not have dedicated funding for 100% design. NVRTA staff will need to negotiate changes to project funding agreements with the jurisdictions to fund the 100% design cost.

Consequences if not approved: The project would not move forward and ATP grant funding committed to the project for construction will be lost.

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION: The proposed project will be completing a NEPA and CEQA determination as part of the scope for this RFP.

BACKGROUND AND DISCUSSION

Napa Valley Vine Trail is envisioned as a 47-mile Class 1 mixed-use path for pedestrians and cyclists that will run the length of the Napa Valley (Calistoga to American Canyon) and connect to the Vallejo ferry terminal in Vallejo, providing a crucial link to the City of San Francisco and larger Bay Area. This task order proposed is to construct a bike and pedestrian trail adjacent to the State Route (SR) 29 corridor which will encourage bicyclists and pedestrians to take alternative modes of transportation. This project will enhance the accessibility and connectivity of the community in surrounding neighborhoods and will eventually complete all segments of the 47-mile Vine Trail planned for this region. Up Valley areas currently lack significant alternative transportation and recreational infrastructure and these improvements will promote using transit, biking and walking.

The project has broad based community support from a coalition representing over 20 private and public sector organizations, all involved in its planning, design and funding. Initial project funding for the "Calistoga to Saint Helena Segment" has been established from federal, state, local and private (philanthropic) sources.

The Calistoga to St Helena Segment project will construct a 9.4 mile Class I bicycle/pedestrian path within the public right of way from the intersection of Fair Way and Lincoln Avenue in Calistoga on the northern end to Pratt Ave in St. Helena along State Route 29. The segment of this trail from Fair Way and Lincoln Ave to Dunaweal Lane is already 100% designed and has CEQA and NEPA clearances.

NVRTA, in partnership with Napa Valley Vine Trail Coalition (NVVTC), a non-profit organization, are in the process of completing a 35% design for the rest of the project from Dunaweal Lane in Napa County to Pratt Avenue (approximately 7.4 miles). This 35% design will establish the trail alignment, the scope for environmental clearance and the right of way needs which will be the basis of professional engineering services requested in this RFP.

Most of the path will be located in the public right of way and runs parallel to State Highway 29 on property belonging to or controlled by Caltrans and the State of California (State Parks and CalFire) which support this project. Portions of the trail will be built on easements provided by adjacent private agricultural properties. Owners of these properties are in the process of entering into an agreement with the County of Napa to provide the easements necessary to accommodate a Class I bike and pedestrian pathway which the County of Napa will hold and maintain.

Depending on the final alignment there will be two or three creek crossings, each of which can be accomplished via clear spans that will not impact the creek channels. The path shall be designed per local, state and federal requirements. In general, the path will be 10ft wide asphalt concrete pavement, shoulders and will include highway safety improvements.

The engineer's estimate of \$750,000 for the Plans, Specifications and Estimates (PS&E) work was based on balance work and current design costs of similar projects i.e. Vine Trail project for the Oak Knoll section and other trail projects awarded recently. However, the project scope is somewhat different and the bid market has changed significantly since the Oak Knoll section of the trail was completed.

SUPPORTING DOCUMENTS

Attachment: (1) Draft Project Work Order No. E-13
(2) Conceptual Drawings



DRAFT

ATTACHMENT 1
NVTA Agenda Item 10.1
June 12, 2019

PROJECT WORK ORDER NO. E-13
ON-CALL A/E & PROJECT DELIVERY SERVICES

PROJECT NAME: PROFESSIONAL ENGINEERING DESIGN, ENVIRONMENTAL & CONSTRUCTION DOCUMENT SERVICES FOR THE VINE TRAIL – CALISTOGA TO ST HELENA – ENVIRONMENTAL SERVICES

PROJECT MANAGER: Sanjay Mishra, PE, QSD, Program Manager – Engineer,
smishra@nvta.ca.gov, T 707.259.5951

CONSULTANT DESIGNATED TEAM MEMBERS:

- RSA+ Staff – see EXHIBIT XX, see page(s) xx of xx attached.

Consultant will independently and at its own discretion and liability enter into agreement with sub-consultant(s) listed in their proposal for any services required to complete the project as described in the scope of work. Sub-consultants listed are:

- Kimley-Horn and Associates, Inc., see EXHIBIT XX, see page(s) xx of xx attached.

SCOPE OF SERVICE: Provide professional engineering services to complete the environmental process for the Vine Trail between Calistoga to St Helena as described in the scope of services/proposal attached hereto as EXHIBIT XX.

START DATE: JUNE 12, 2019

COMPLETION DATE: DECEMBER 31, 2020

NOT-TO-EXCEED AMOUNT FOR THIS PROJECT: \$650,000

CHARGE NUMBER FOR PAYMENT: TDA/CMA 8301001 52310 CMA_PLAN_PRGMS VINE_TRAIL

TERMS AND CONDITIONS: This Project Work Order is issued and entered into as of the last date written below in accordance with the terms and conditions set forth in the Master Agreement with CONTRACTOR dated MAY 15, 2018, which terms are hereby incorporated and made part of this Project Work Order.

NVTA

By: _____
 KATE MILLER, Executive Director

Date: _____

Contractor
 RSA+

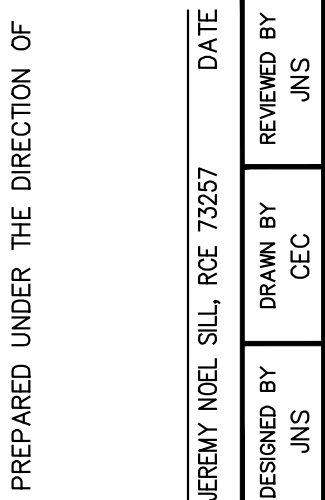
By: _____
 CHRISTOPHER M. TIBBITS, PE, LS
 Vice President + Principal

Date: _____

Approved as to Form	
By:	_____ NVTA General Counsel
Date:	_____

TAX ID:
 18-23 RSA+/E13/060719/ryk

ATTACHMENT 1
NVTA Agenda Item 10.1
June 12, 2019



FAIR WAY PATH EXTENSION

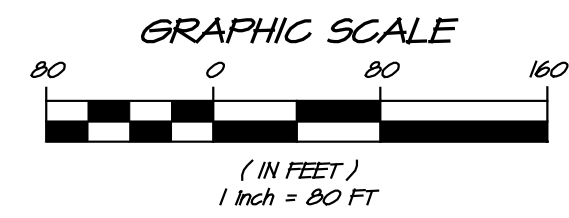
COVER SHEET

CITY OF CALISTOGA

PROJECT NUMBER
4113069.0

DRAWING DATE
JAN 9, 2017

SHEET NUMBER
C1 OF **8**



FOR REDUCED PLANS, THE ORIGINAL SCALE IS IN INCHES

AB	AGGREGATE BASE	MAX	MAXIMUM
AC	ASPHALT CONCRETE	MIN	MINIMUM
APN	ASSESSOR PARCEL NUMBER	MH	MANHOLE
BM	BEGIN CURVE	MON	MONUMENT
BM	BENCHMARK	MUTCD	MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
BSW	BACK OF SIDEWALK	OC	ON CENTER
BVC	BEGIN VERTICAL CURVE	OH	OVERHEAD
CAS	CURB AND GUTTER	PCG	PORTEL AND CONCRETE GEMENT
CB	CATCH BASIN	PG&E	PACIFIC GAS AND ELECTRIC
CL	CENTERLINE	PI	POINT OF INTERSECTION
CO	CLEANOUT	PL	POINT OF REVERSE
DIP	DUCTILE IRON PIPE	PRC	POINT OF REVERSE CURVE
DMS	DRAWING	PRVC	POINT REVERSE VERTICAL CURVE
EL	ELEVATION	PVC	POLYVINYL CHLORIDE
EG	END OF CURVE	PVI	POINT OF VERTICAL INTERSECTION
EG	EX GROUND	R	RADIUS
EP	EDGE OF PAVEMENT	RG	RELATIVE COMPACTION
(E) EX	EXISTINGS	RT	RIGHT
EVG	END VERTICAL CURVE	RW	RETAINING WALL
EVG	END VERTICAL CURVE	ROW	RIGHT OF WAY
FG	FINISH GRADE	S	SLOPE (FEET/FOOT)
FH	FIRE HYDRANT	SD	STORM DRAIN
FS	FIRE SERVICE	SHDLR	SHOULDER
FL	FLOW LINE	SS	SANITARY SEWER
GB	GRADE BREAK	STA	STATION
HP	HIGH POINT	STD	STANDARD
INST	INSTALL	TC	TOP OF CURB
INV	INVERT	TH	TOP OF WALL
IP	IRON PIPE	TYP	TYPICAL
JP	JOINT POLE	VC	VERTICAL CURVE
L	LENGTH	WM	WATER METER
LF	LINEAL FEET/FOOT	WD	WHITE OAK TREE
LO	LIVE OAK TREE	WV	WATER VALVE
LP	LOW POINT		

	SANITARY SEWER LINE		SIGN
	FLOWLINE		WATER VALVE
	WIRE FENCE		FIRE HYDRANT
	WOOD FENCE		SANITARY SEWER MANHOLE
	CHAINLINK FENCE		TREE (AS NOTED)
	GRADE BREAK		SURVEY CONTROL STATION
	TOE OF BANK		JOINT POLE WITH GUY WIRE
	TOP OF BANK		EX SLOPE
	PROPERTY LINE		TREE TO BE REMOVED
	EDGE OF ROAD		
	OVERHEAD UTILITY LINES		
	CONTOUR LINE		

C1	COVER SHEET
C2	NOTES
C3	PLAN & PROFILE
C4	PLAN & PROFILE
C5	PLAN & PROFILE
C6	PLAN & PROFILE
C7	EROSION & SEDIMENT CONTROL PLAN
C8	DETAILS

OWNER: CITY OF GALISTOGA

OFFICE ADDRESS: 1232 WASHINGTON STREET
GALISTOGA, CA 94915
(707)-442-2821

CIVIL ENGINEER: RSA+
1515 FOURTH STREET
NAPA, CA 94959
(707) 252-3301

PROJECT AREA
OF DISTURBANCE: 0.92± ACRES

BENCHMARK: NAPA COUNTY BM #502-C. ELEVATION = 325.16'
(NAVD 1988)
PUBLISHED ELEVATION = 322.29' (NGVD 1929) CONVERSION PER
CORPSCON 6: +2.87'

APPROVED FOR CONSTRUCTION:

MIKE KIRN
PUBLIC WORKS DIRECTOR

DATE _____



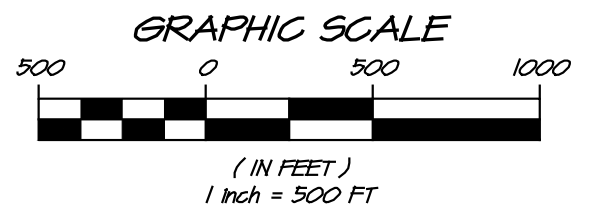
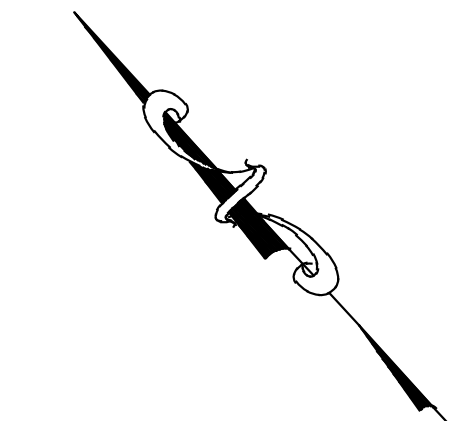
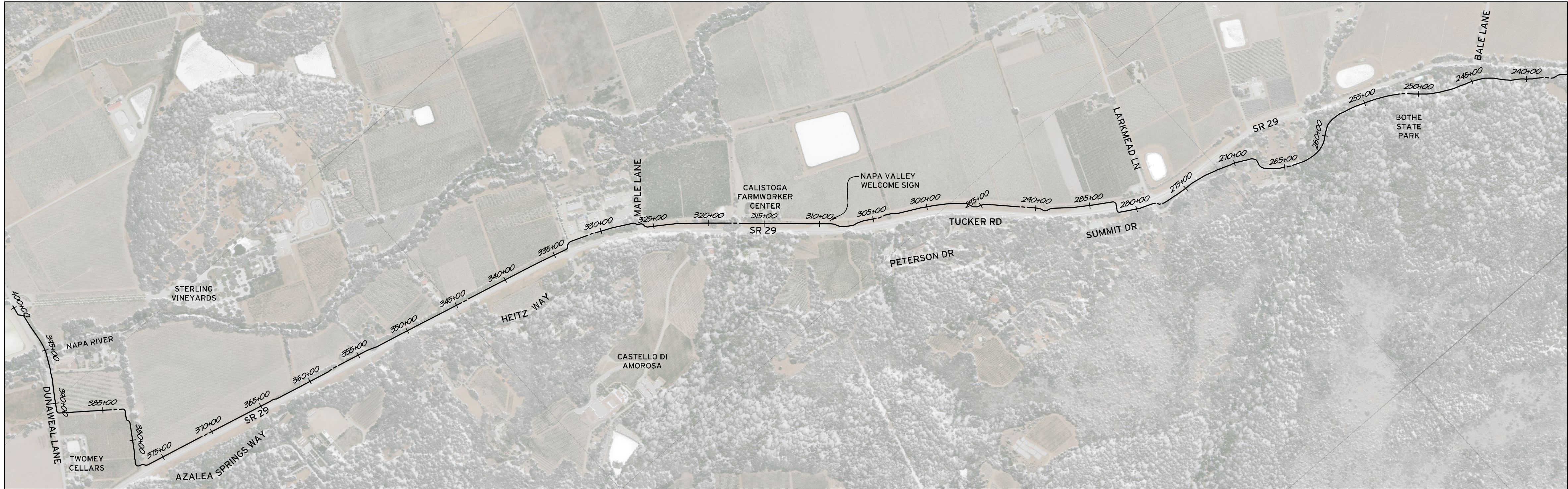
48 HOURS IN ADVANCE
1 (800) 227-2600

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100% - NOT FOR CONSTRUCTION

VINE TRAIL - ST. HELENA TO CALISTOGA

NAPA COUNTY CALIFORNIA



CITY OF ST. HELENA

Fund 241 - Measure T Class I Trails

	FY 16/17 Actual	FY 17/18 Actual	FY 18/19 Budget	FY 18/19 Estimated Year End	FY 19/20 Proposed	FY 19/20 Budget % Change
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Beginning Fund Balance (July 1) \$ - \$ - \$ - \$ 67,400

Measure T Class I Trails - Revenues

Investment Earnings			-	700	700	100.00%
Operating Transfer In			13,700	66,700	85,000	0.00%
Total Measure T Class I Trails Revenues			\$ 13,700	\$ 67,400	\$ 85,700	100.00%

Measure T Class I Trails - Expenditures

Totals by category						
Services			-	-	-	100.00%
Total Measure T Class I Trails Expenditures			\$ -	\$ -	\$ -	100.00%
Measure T Class I Trails Surplus/(Deficit)			13,700	67,400	85,700	

Measure T Class I Trails Expenditures by Department

Public Works						
21	Services		-	-	-	0.00%
			-	-	-	100.00%
Total Expenditures			\$ -	\$ -	\$ -	100.00%

Estimated Fund Balance at June 30, 2020 \$ **153,100**

241 Measure T Class I Trails: This funding is a match from the City that is required in order to receive Measure T funding. Each year the City must dedicate the appropriate funds equal to 6.67% of Measure T revenues earned that year, which will be used for Class 1 Bike Facility projects identified in the adopted Countwide Bicycle Plan.

Project: Main Street Intersections September, 2019

Reference

Work with Caltrans/Staff to improve bicycle and pedestrian crossings on Highway 29 (2019 ATSC work plan)

Purpose

To assess all public street intersections with Main Street (Hwy 29) for their awareness and sensitivity to all modes of transportation including, but not limited to, autos, trucks, bicycles, and pedestrians of all levels of mobility. In addition, the location and quality of the bus stops was examined for accessibility and comfort.

Geographical Scope

The city boundary runs through Chaix Lane in the south and ends just before Deer Park Road in the north. Chaix Lane is a private road so it was not included in this study. All public intersections north of Chaix and south of Deer Park were included.

It is helpful to view Main Street as three distinct parts. The **Southern segment** bounded by Chaix Lane to the Sulphur Creek bridge, the **Downtown segment** from Mitchell to Pine, and the **Northern segment** from Pine to Deer Park Road.

Summary Observations (Refer to attached maps)

General:

- 22 intersections; five stop lights; only three intersections cross both sides of Main
- It is legal to cross Main outside of designated crosswalks
- No bicycle lanes anywhere and no intersections that respond to bicycle presence
- ADA ramps exist in all crosswalks; some are pretty old
- Line Of Site (LOS) issues exist in a few uncontrolled intersections
- Four intersections are really driveways
- Many intersections are narrow which causes turning trucks to slow down
- All crosswalks are the traditional two white lines except the hatched intersection at Charter Oak
- There is no sense of entering St. Helena other than small signs

Detail:

- **Pope/Mitchell** offset pair acts as one intersection. The Wells Fargo entrance on **Mitchell** causes back ups on Main.
- The area between **Pratt and Deer Park** is a not accommodating for pedestrians or bicycles. No amenities other than the **Tree Tunnel Path** which is in poor condition. Bicycles tend to use the **narrow shoulders of Main Street** through the tunnel. There is very little maneuvering room for a bicycle to get off the road in the tunnel if it were necessary.
- From the **Tree Tunnel to Madrona** there is now a speed display at Alcobas to alert traffic. The crosswalks are not very visible to traffic. Risk is raised for pedestrians crossing at **Pratt, Elmhurst, and Crinella**.
- Pedestrians walking across **Spring Street and then across Main** (or Main then Spring) delay vehicular traffic.
- The crossings at **Charter Oak** and **Pope Street** have been identified as possible crossing guard locations during school transit hours.
- Trees, business signs, and parked vehicles limit line of sight at **Vidovich , El Bonita, Vintage, Grayson, and Hunt**.
- No bicycle lanes anywhere; no intersections respond to bicycle presence. However shoulders are wide **south of Grayson** and **west side of Main from the Tree Tunnel to about Elmhurst**. Are Class II bicycle lanes possible here?
- There are no sidewalks on the east side of Main **south of Charter Oak** and none on the west side **south of the High School** except in front of Zumwalt Ford; there is a dirt path ending at El Bonita.
- There are no crosswalks between the **southern City limit and Charter Oak**.
- Some longer trucks take a long time to turn or have to back up and try again causing traffic to back up. Example: Safeway trucks turning at **Hunt**. Trucks stopping for gas at **Chevron station at Adams**.
- Four intersections are basically driveways: **North and South Alexander Ct and North and South St. Andrews Ct**
- Only the crosswalk at **Charter Oak** is hatched; the rest are two parallel white lines.
- **Bus stops**. Some have nothing, some only have seats, some are sheltered.

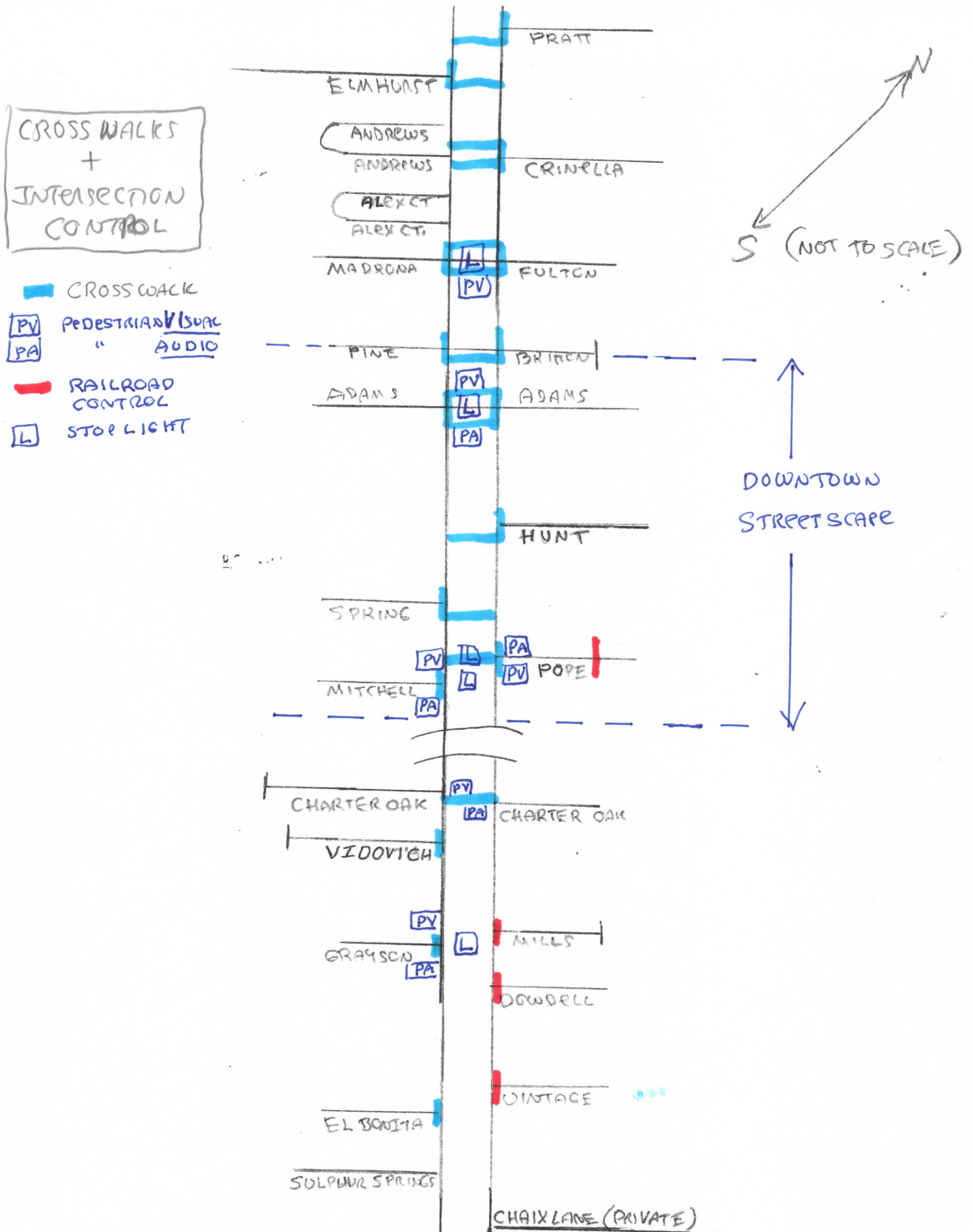
Recommendations

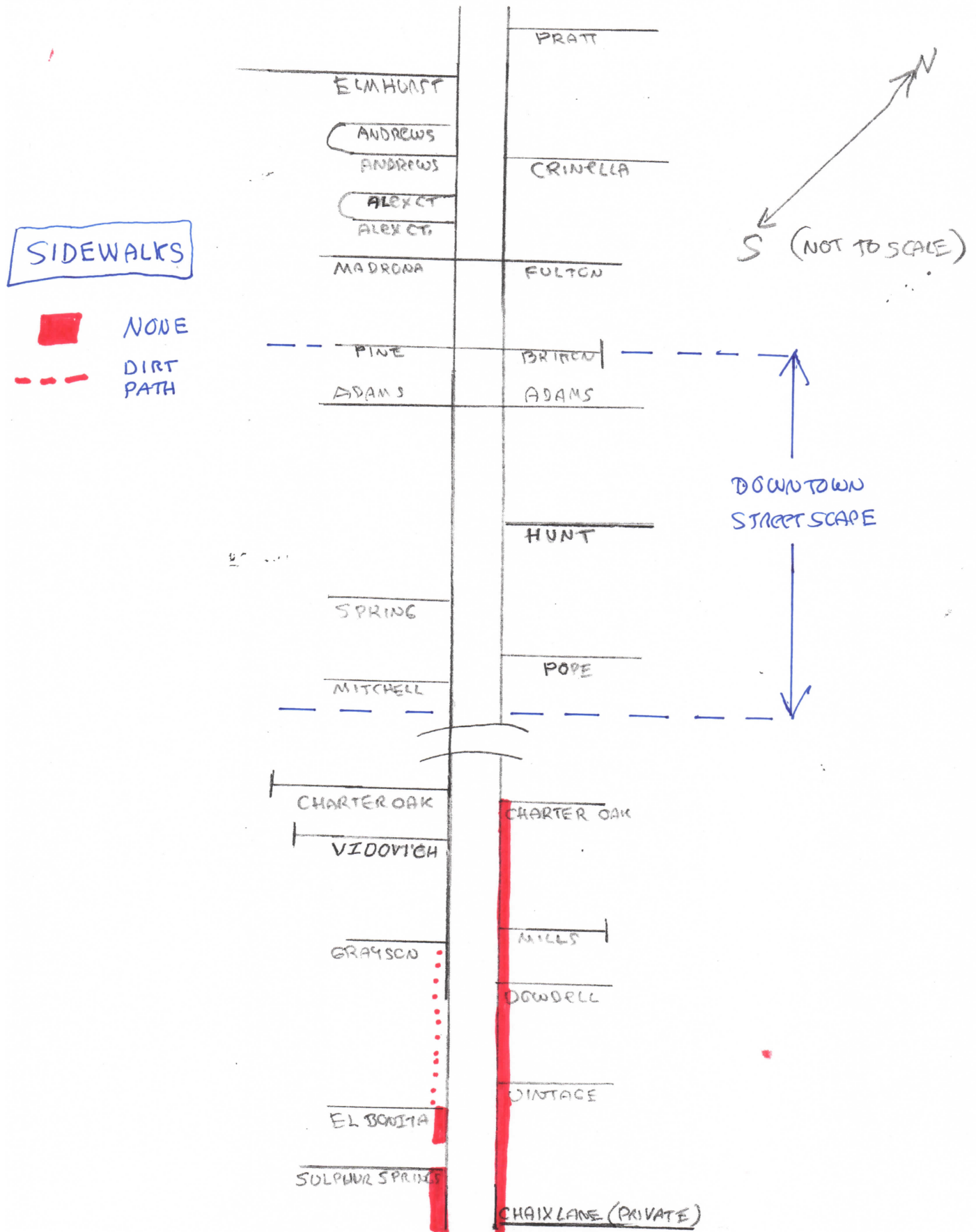
(Note: several of these recommendations are also in the St. Helena segment of the Napa County Master Pedestrian Plan. Green references are page numbers in Main Street, California by Caltrans)

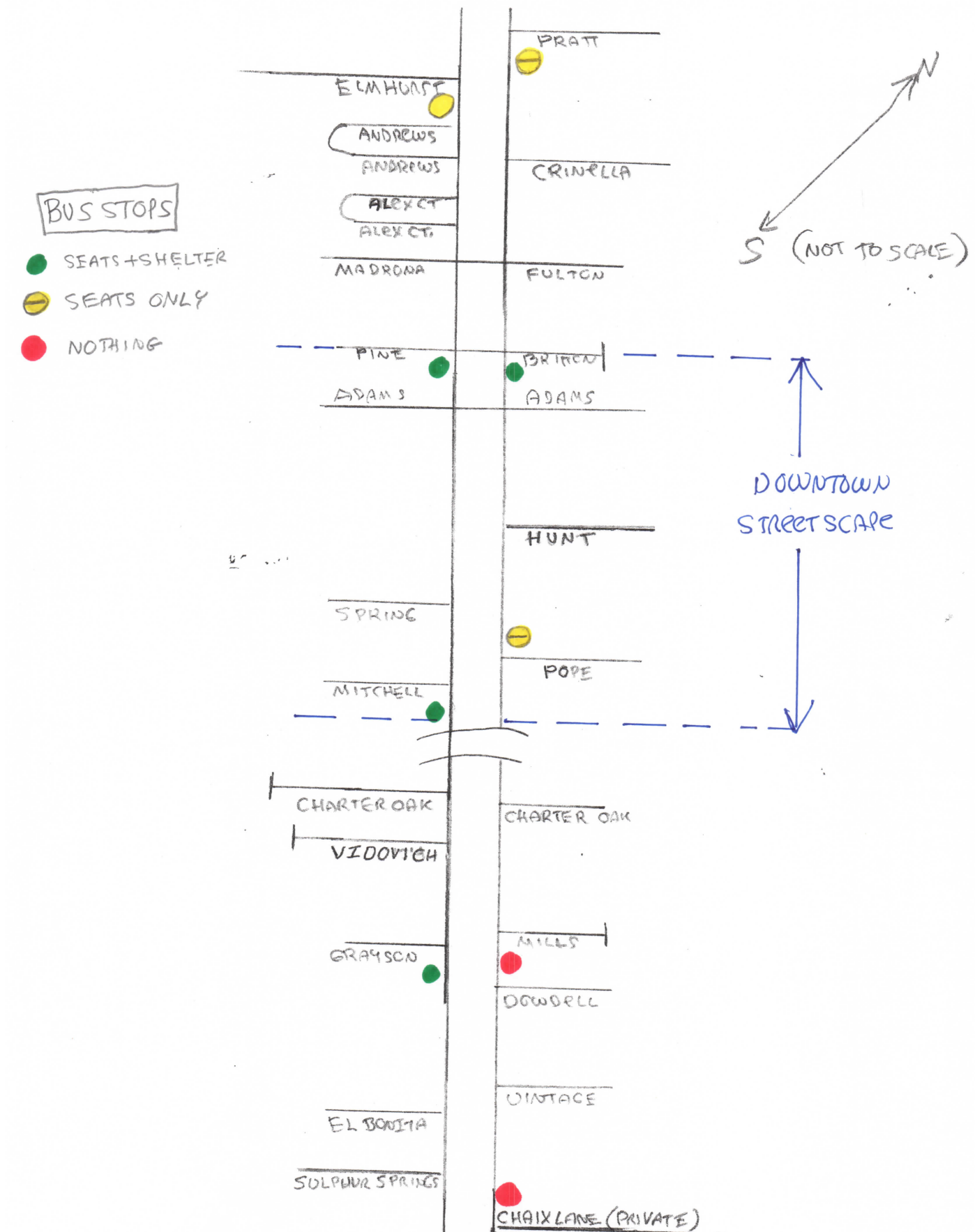
- Use more visible crosswalk designs throughout the city especially in uncontrolled intersections. Add a pedestrian controllable crosswalk in the **Northern segment** like the one at Charter Oak. Add crosswalks south of Charter Oak where appropriate. (43, 48, 50)
- Investigate the feasibility of Crossing islands, Refuge islands or other markers that denote the city boundary. These should be dramatic that proclaim one is entering the City. They should start at the **Southern segment** city limit and the **Northern segment** city limit and continue toward the Downtown area. (47, 48)
- Assess feasibility of implementing a crossing guard program or technical features to enhance the safety of **Pope Street** and **Charter Oak** during school transit hours (reference: *Bicycle Safety & Education Back to School Program* - Aug 7, 2019 ATSC meeting)
- Upgrade ADA crossings where needed (13, 66)
- Upgrade all bus stop locations to provide shelter and seating (15, 71, 75)
- Upgrade signalized intersections to respond to bicycle presence (14, 55, 58-60)
- Add shared lane markings (sharrows) and/or Class II bicycle lanes (58, 59)
- Upgrade the **Tree Tunnel Path** to be usable.
- Complete crosswalks on all legs at Grayson.
- Fix the crumbling sidewalk at **Alexander Court (north)**.

Tie-Ins

- (1) Main Street, California, Caltrans, November, 2013
- (2) Napa County Master Pedestrian Plan, St. Helena Segment
- (3) Bicycle Safety & Education Back To School Program, Aug 7, 2019 ATSC meeting
- (4) St. Helena Downtown Streetscape, <https://www.cultivatesthelena.com/project>







Intersection	Type	Sidewalks	Cross walks		ADA ramps	Control					BL	Comments
			29	SS		S L	P V	P A	B	R R		
Sulphur Spring	WT											
El Bonita	WT	1-3 El Bonita			Yes							Trees
Vintage	ET	1-3 East of RR										
Dowdell	ET											
Grayson	WT	Grayson 1 & 3			Yes							Biz sign; Trees
Mills	ET	Location 2										No RR gate
Vidovich	WT	1 & 3, W side 29			Yes							Biz sign; Trees
Charter Oak S	ET	1 & 2, not 3										In ground lights; Traffic sees them but pedestrians cannot.
Charter Oak N	WT	All			Yes							
Mitchell	WT	All										WF entrance blocks traffic turning on Mitchell from 29
Pope	ET	All			Yes							
Spring	WT	All			Yes							Pedestrians hang up traffic
Hunt	ET	All			Yes							Turning south from Hunt bad
Adams	X	All			Yes							

Intersection	Type	Sidewalks	Cross walks		ADA ramps	Control					BL	Comments
			29	SS		S L	P V	P A	B	R R		
Pine/Britton	X	All										ADA ramps are old. Poor LOS making right (south) from Pine.
Madrona/Fulton	X	All			All							
Alex Court - S	WT	All										
Alex Court - N	WT	All			None							
Crinella/St. Andrews (S)	X	All										ADA ramp oriented poorly Hard to make turns on to 29. St. Andrews is a driveway.
St. Andrews -N	WT											St. Andrews is a driveway.
Elmhurst	WT	All										
Pratt	ET	All			All							One ADA ramp out of date. Vehicles fly south out of the Tree Tunnel.

KEY:

WT: Side street west of Main making a “T” intersection	Control:
ET: Side street east of Main making a “T” intersection	SL: Stop lights
X: Side street crosses main and continues	PV: Visual cue for pedestrians
SS: “Side Street”	PA: Audio cue for pedestrians
	B: Bicycle cue
	RR: Railroad control
	BL: Bicycle lane